Policy on parking space at Airports

*124. SHRI MOTILAL VORA:†
SHRI JANARDAN DWIVEDI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that parking space at airport terminals reserved for Government airlines is now being given to private airlines for their use;

(b) whether it is also a fact that some of the private airlines have been given parking rights by dereserving Government airlines space and no policy or rule were followed in doing so; and

(c) the policy/rules for providing parking space to different airlines at metro airports?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) A Statement is laid on the table of the House.

Statement

(a) and (b) No, Sir.

(c) The allotment of parking stands is based on the operational requirement of airlines and the availabilityof parking bays at major airports.

SHRI NILOTPAL BASU: Sir, actually question Nos. 124 and 126 are similar, if you could club them?

SHRI MOTILAL VORA: Sir, I would like to know from the hon. Civil Aviation Minister how many private airlines are operating, the number of aircraft and what are their operational requirements. I would also like to know what is the total number of Indian Airlines aircraft operating. Was there any difficulty in parking bay for the Indian Airlines aircraft because the space was occupied by some private airlines?

SHRI PRAFUL PATEL: Sir, as far as parking bays are concerned, as I have answered, all of them are usually allotted as per the operational requirements of the airlines and the availability of the parking bay. The fact

† The question was actually asked on the floor of the House by Shri Moti Lal Vora.

of the matter is, as the hon. Member has asked, and I am sure you are aware, there are Indian Airlines, Alliance Air, Jet Airways, Air Sahara, Air Deccan, Spice Jet, Kingfisher and many more are on the way to start their operations. The parking bays for our existing carriers are already allotted. Since there is now boom in the aviation sector, requirements are now being placed by every carrier. Now, there are two ways of looking at it. One is that the existing carriers can keep on asking for more bays and they can saturate the airport. But, it would not give a level playing field for all the new airlines, if they are denied bays in the major metro airports. Therefore, there is an endeavour to give even the new airlines, at least, a limited operating area for bay either in Delhi or Mumbai or other major airports so that they can also have equitable operations in all the major cities. There is no instance where the Indian Airlines bays have been taken away and given to the other airlines. That kind of a situation is not there, at least, to the best of my knowledge. And, again, I would like to repeat that Air India and Indian Airlines, in any scheme of things, whatever we do, now or in the future, will always have the importance they deserve.

SHRI MOTILAL VORA: Sir, is there any proposal to reduce the runway capacity because the Airports Authority of India has been constrained to meet the traffic demand? If the Airports Authority of India is unable to meet the demand, then what is the way out? Is there any possiblility or is there any proposal pending with the Ministry to reduce the runway?

SHRI PRAFUL PATEL: Sir, I would like to answer the question in the best way possible. My understanding of the question is that the hon. Member feels that the capacity, which is there, is sought to be reduced from the present either in terms of number of fligts or in terms of runway capacity. Runway capacity cannot be reduced; these are already made. There are fully operational runways in Mumbai and Delhi and at all other airports. In fact, every single operation has to be certified for operational use by the DGCA, and these are all international ICAO requirements which are mandatory and are met by the Airports Authority.

But there is congestion at all our major airports, and we are in the process of upgrading the infrastructure both in interim and long-term measures at the earliest. This is a serious constraint. I think all Members will appreciate that aviation is booming; the aspirations of the common man to fly are rising, and we have to meet this demand, this capacity crunch, at the earliest.

श्री जनार्दन द्विवेदी: उपसभापति जी, मंत्री जी ने जो जवाब दिया है, वह बहुत सफाई से गोलमोल जबाव दिया है। पहले सवाल के जबाव में उन्होंने कहा है कि ए और बी...(**व्यवधान**)... शब्दों के बारे में थोड़ा-बहुत मुझे भी मालूम है जय राम रमेश जी आप बीच में मत टोका कीजिए।...(**व्यवधान**)...यह जो पहले और दूसरे के लिए एक क्वालिफाईंग फ्रेज रखा था, टू द बेस्ट ऑफ माई नॉलेज, इसका मतलब है कि शक की पूरी-पूरी गुंजाइश है। इस प्रश्न की जो मूल भावना है, मैं समझता हूं कि जब आप सभी सदस्य हवाई अड्डे पर जाते होंगे, खासतौर से जो मेट्रोपॉलिटेन सिटीज के हवाई अड्डे हैं, जहां पहले इंडियन एयरलाइन्स के जहाज खड़े होते थे और प्राईवेट वाले थोड़ा दूर खड़े होते थे, अब ऐसा लगता है कि सारा का सारा हवाई अड्डा निजी विमानों से भरा रहता है। एक तो यह साफ दिखाई देता है कि टू द बेस्ट आफ माई नॉलेज नहीं है। पहले जहां इंडियन एयरलाइन्स के जहाज खड़े होते थे, अब वहां पर वे क्यों नहीं खड़े होते हैं?

दूसरी चीज यह है। एक सामान्य धारणा है कि कुछ निजी विमान सेवाओं से मंत्रालय को कुछ ज्यादा ही प्यार है। इसलिए इंडियन एयरलाइन्स और बाकी जो दूसरी एयरलाइन्स हैं, उनके साथ कुछ ज्यादती हो रही है। ऐसा लग रहा है कि जो इंडियन एयरलाइन्स और एयर इंडिया के जहाज हैं, उनको थोड़ा किनारे किया जा रहा है?... (**व्यवधान**)...

श्री उपसभापति: आप सवाल पूछिये।... (**व्यवधान**)...

श्री दत्ता मेघे: उपसभापति जी, माननीय सदस्य का सवाल क्या है?...(**व्यवधान**)...

श्री उपसभापति: आप बैठ जाइये।...(**व्यवधान**)...यह क्वेश्चन ऑवर है।...(**व्यवधान**)... आप अपनी जगह पर बैठ जाइये।...(**व्यवधान**)...

श्री जनार्दन द्विवेदी: उपसभापति जी, यह जो ''सी'' का जवाब दिया है, "The allotment of parking stands is based on the operational requirement of airlines and the availability of parking bays." यह जवाब भी कुछ ऐसा है कि आप जब चाहे कह दें कि उनके लिए एवेलेबिलिटी है और जब चाहे कह दें कि नहीं है, तो इसके लिए पालिसी क्या है? यह मंत्री जी बताने की कृपा करें।

श्री प्रफुल्ल पटेल: उपसभापति जी, मैं स्पष्ट करना चाहता हूं कि जहां तक पार्किंग बेस का सवाल है, मैंने यह इसलिए कहा कि मेरी जानकारी के अनुरूप, क्योंकि अचानक मुझसे यह प्रश्न यहां पूछा गया, लेकिन मैं आपको स्पष्ट करता हूं कि इंडियन एयरलाइन्स और एयर इंडिया को किसी भी प्रकार से कोई भी बेस का अलॉटमेंट है या अन्य जो कुछ भी है, उसमें उनके लिए जो प्रावधान हैं, उसमें कोई कमी नहीं की गई है और न की जायेगी। जहां तक आप कहते हैं कि कौन-सा हवाई जहाज आगे खड़ा रहे या पीछे खड़ा रहे, तो इसके बारे में कहना मुश्किल है। चूंकि मुम्बई में इंडियन एयरलाइन्स का एक टर्मिनल अलग है इसलिए सारे जहाज उसके सामने खड़े

रहते हैं। दिल्ली में दोनों टर्मिनल लगे हुए हैं और इंडियन एयरलाइन्स के टर्मिनल के सामने कोई जगह नहीं है तथा वहां टैक्सी-वे है।

इसलिए जहाज कहां खड़ा है या कहां नहीं खड़ा है, मैं समझता हूं कि यह हमारे लिए थोड़ा अनफेयर क्वेश्चन होगा, लेकिन मैं आपको इतना जरूर कहना चाहूंगा कि निजी कम्पनियों का जहां तक सवाल है, उनकी कैपेसिटी-लगातार पिछले 10-12 वर्षों से, जब से वे शुरू हुई हैं-बढ़ती गयी है और उनके जहाज ज्यादा से ज्यादा आते गए हैं। हम लोगों ने हमारे यहां पर, हमारे देश में 15 साल से इंडियन एयरलाइन्स के लिए कोई निर्णय ही नहीं लिया है, हमने एयर इंडिया के लिए निर्णय नहीं लिया है, इसलिए उनके जहाज नहीं आए। उसकी वजह से मैं आज अचानक उसके लिए जिम्मेदारी नहीं लेना चाहूंगा, लेकिन यह निश्चित रूप से कहूंगा कि इस सरकार में कम से कम यह निर्णय लेने की क्षमता जरूर है और इस प्रक्रिया को सरकार आगे बढ़ाएगी।

श्री जनार्दन द्विवेदी: सर, पिछले...(**व्यवधान**)...उपसभापति महोदय,...(**व्यवधान**)...

श्री उपसभापति: श्री रुद्रनारायण पाणि।...(**व्यवधान**)...

श्री जनार्दन द्विवेदी: एक प्रश्न इसी से संबंधित पूछना चाहता हूं।...(**व्यवधान**)...इसी से जुड़ा प्रश्न है।

श्री उपसभापति: नहीं प्लीज़। यह क्वेश्चन ऑवर है। अगर आप इससे सैटिसफाई नहीं हैं तो आप इसके लिए हाफ एन ऑवर डिस्कशन के लिए नोटिस दें, वह बाद में कर सकते हैं। ऐसे नहीं चलेगा।

श्री रुद्रनारायण पाणि: सर, मेरा प्रश्न इसी से संबंधित है।...(**व्यवधान**)...

श्री उपसभापति: आप सवाल पूछिए।

श्री रुद्रनारायण पाणि: सर, मैं सवाल ही पूछूंगा, मैं तैयारी करके आया हूं।...(**व्यवधान**)... सर, इसमें कोई कमी है इसीलिए तो टाल-मटोल चलती है। मंत्री महोदय ने कहा कि सरकार में क्षमता है, वह तो पता चल रहा है। सर, उड़ीसा में झारसुगड़ा करके एक स्थान है, जहां पर दूसरे विश्व युद्ध के समय विमान पड़ता था, यानी हवाई जहाज वहां गिरता था...(**व्यवधान**)...वहां पर सारा इनफ्रास्ट्रक्चर है।...(**व्यवधान**)...

एक माननीय सदस्य: हवाई जहाज गिरता था?

श्री रुद्रनारायण पाणि: एक ही बात है। मैं नॉन हिंदी स्पीकिंग स्टेट का मैंबर हूं और नॉन हिन्दी स्पीकिंग स्टेट का मैंबर होते हुए भी हिन्दी बोलता हूं। उड़ीसा में झारसुगड़ा नामक स्थान है, वह छत्तीसगढ़ को भी लगता है।

श्री उपसभापति: आप क्वेश्चन पूछिए।...(व्यवधान)...सवाल कीजिए।...(व्यवधान)...

श्री रुद्रनारायण पाणि: वहां पर सारा इनफ्रास्ट्रक्चर है। मैं मंत्री महोदय से प्रार्थना करना चाहता हूं कि पहले भी लोक सभा में हमारे मैंबर ने यह प्रश्न उठाया है - वहां पर एक फुल फ्लैज हवाई पत्तन, हवाई अड्डा बनने की सारी गुंजाइश है। मैं मंत्री जी से जानना चाहता हूं कि क्या इस सक्षम सरकार के पास इसको करने के लिए कुछ सुझाव है, प्रस्ताव है, कृपया सदन के माध्यम से राष्ट्र को इस बारे में बताएं।

श्री प्रफुल्ल पटेल: सर, पहले तो मैं यह कहना चाहूंगा कि जहाज उड़ने की बात करिए, गिरने की बात मत करिए। मैं आपको इतना ही कहना चाहूंगा कि हमारे देश में अभी तकरीबन 80 ऑपरेशनल हवाई अड्डे हैं और एयरपोर्ट अथॉरिटी के पास ऑपरेशनल और नॉन ऑपरेशनल, दोनों मिलाकर करीब 140 हवाई अड्डे हैं। इसमें झारसुगड़ा है या नहीं, मैं अभी नहीं कह सकता हूं किन्तु चैक कर सकता हूं, लेकिन पूरे देश में करीब 400 हवाई पट्टियां ऐसी हैं जो स्टेट गवर्नमेंट्स या अन्य एजेंसीज़ के पास हैं। एविएशन में जिस तरह से ग्रोथ हो रही है, उसे देखते हुए मैं यह कहना चाहूंगा और आप सभी लोगों से निवेदन करूंगा कि हम सभी अपने-अपने राज्यों से इस राज्य सभा में आते हैं इसलिए हम लोग अपनी स्टेट गवर्नमेंट्स को भी एनकरेज करें कि एविएशन को अगर हम सही मायने में आखिरी आदमी तक या जिले तक पहुंचाना चाहते हैं तो States must also participate in the growth of aviation. They should build up the infrastructure which is already there. I can tell you from the experience of Maharashtra. Apart from the major airports which are operational, there are so many airfields, and good airfields, with the State Government. If they put a little investment in them and with the growth in aviation, private operators will start going to the smaller places. I can give you an example of Kolhapur which is an airstrip of MIDC and there are regular scheduled operations now started to that field. This kind of a growth in aviation can only be sustained with partnership from the States and an effort be made by everybody to see that aviation reaches the last district.

MR. DEPUTY CHAIRMAN: Shri Dipankar Mukherjee.

SHRI DIPANKAR MUKHERJEE: Sir, I should come back to the original question because it has been hijacked by Mr. Rudra Narayan Pany to Jharsuguda. The major question is already expressed, and I am sure that if part (c) of the question had been answered, this question should not have come here at all. Part (c) specifically mentions, "The policy and rules for providing parking space". Now, unfortunately, that cannot be left to an

operational requirement by an airline and availability of parking space. There must be transparent policy guidelines once private operators also have come in.

As a matter of fact, part (a) of the question is whether the terminals reserved for Government airlines are now being given to private airlines. The Minister says, "No, Sir." It is not correct. When only the domestic airlines are working, definitely the space is for domestic airlines. It is not an encroachment. They are now there. Therefore, will the Minister please ensure or assure the House that, in view of the complaints or apprehensions, as has been raised by Shri Dwivedi, and I would also say non-equitable space allotments—you will find in Calcutta airport a lot of space, but in some airports it is over-occupied-the Government would come up with a specific policy guideline on the allotment of parking space, whatever it is or whatever you call it, based on operation requirement so that such apprehensions would not arise? How this space has been allotted? I think that should be more transparent. Just as the Minister is transparent, the policy should also be transparent.

SHRI PRAFUL PATEL: Sir, the overall issue is arising out of the boom in aviation in the last year or so where suddenly the requirements of airlines have gone up. Until now, the policy was, the airlines apply, whether it was a public carrier or a private carrier. Bays were available, bays were created and even now bays are being added to Mumbai, Delhi and various other airports. Therefore, as I said, the real issue now is how to incentivise the airlines to move their night parking bays, especially, from Mumbai, Delhi, etc., to other non-metro airports. That is the real challenge. That is the endeavour of the Ministry. We are in the process of working out various uidelines. I don't have anything concrete right now to tell you. But I can tell you one thing and assure that to remove the congestion, especially, at the Mumbai and Delhi, and to move to other airports, we are looking at various schemes to incentivise, maybe reduced charges and other kinds of incentives to the operators, so that this kind of a problem-as transparently as you would like to know, I am also trying to work out a way--is eased to the maximum. As far as airport and other user charges and all that are concerned, in future we will be coming forward with a Bill to set up a regulatory authority, especially, an economic regulator for airports. That is on the horizon and that will definitely come up for you consideration at an appropriate time.

SHRI P.G. NARAYANAN: Mr. Deputy Chairman, Sir, the Minister has stated in his answer that the allotment of parking stands is based on the operational requirement of the aircraft and the availability of parking bays at the major airports. Everybody knows that Chennai Airport is the most important airport in Southern India and there is not enough space and it needs to be expanded immediately in view of the...(*Interruptions*)...

MR. DEPUTY CHAIRMAN: Now, you put the question. ...(*Interruptions*)...it has taken almost 25 minutes.

SHRI P.G. NARAYANAN: Our Chief Minister has already given the necessary land required for expansion of the Chennai Airport. ...(*Interruptions*)...

MR. DEPUTY CHAIRMAN: There are twenty hon. Members who want to put questions. Then, it will be unfair to others.

SHRI P.G. NARAYANAN: Already our Chief Minister has given enough...(*Interruptions*)...

MR. DEPUTY CHAIRMAN: You please put the question.

SHRI P.G. NARAYANAN: But the Government does not bother about Chennai. They are only keen on expansion of Mumbai and Delhi airports. They are totally neglecting the Chennai airport. Will the Minister give a firm commitment on when the Government proposes to take up the expansion project of Chennai airport?

MR. DEPUTY CHAIRMAN: It has nothing to do with this question.

SHRI PRAFUL PATEL: Sir, just one thing I would like to say to set the record straight. It is unfair on his part to say that the Government is neglecting Chennai Airport. There is no question of that sort. Chennai is one of the most important cities in our country and there is no question of neglecting it. However, as he has pointed out, upgradation, modernisation and various other initiatives for Chennai Airport have been initiated. There is a larger plan also, which is yet on the drawing board. Therefore, would not like to give him a firm commitment on that. But that doesn't mean that Chennai is not getting the attention it deserves or the Government will not meet the aspirations of the people of Chennai and the entire region...(*Interruptions*)...

DR. T. SUBBARAMI REDDY: Sir, there is one question. ...(*Interruptions*)....

MR. DEPUTY CHAIRMAN: Hon. Members, there are 20 requests. This is a very important question. So, I suggest that if notice can be given for a Half-a-Hour Discussion, we can have a separate discussion. Next question. Question No. 125 ...(*Interruptions*)...

DR. T. SUBBARAMI REDDY: Sir, I want to put a question ...(*Interruptions*)....

MR. DEPUTY CHAIRMAN: You give noice ...(*Interruptions*)...

DR. T. SUBBARAMI REDDY: Sir, I want to put this question. .....(*Interruptions*)....

MR. DEPUTY CHAIRMAN: No. ...(*Interruptions*)...

DR. T. SUBBARAMI REDDY:I have to put this question. ...(*Interruptions*)...

MR. DEPUTY CHAIRMAN: Please cooperate. ...(*Interruptions*)... Dr. Reddy, please cooperate. ...(*Interruptions*)...Question No. 125.

Diplomacy on oil

*125. SHRIMATI AMBIKA SONI: †
PROF. ALKA BALRAM KSHATRIYA:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether India is all set to launch another round of oil diplomacy in mid-October;

(b) whether in its attempt to form an Asian Oil Community, India will host another meeting of Central Asian Oil producers with the four largest consumers of Asia *viz.* China, Korea, Japan and India;

(c) whether India proposes to host a meeting of Oil Ministers from Russia, Kazakhistan, Turkmenistan, Uzbekistan and Azerbaijan with four prime Asian buyers;

(d) if so, what will be the main points of discussion with Oil Ministers;

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†The question was actually asked on the floor of the House by Shrimati Ambika Soni.